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# Hongkong Daily Press.

ESTABLISHED 1857.

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[a195]

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Hongkong, 1st September, 1904. [a2865]

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Hongkong, 18th January, 1905. [a275]

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Hongkong, 4th February, 1905. [a381]

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Hongkong, 28th November, 1902. [a245]

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Hongkong, 7th October, 1904. [a49]

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15, Queen's Road,  
Hongkong, 3rd February, 1905. [a468]

a37



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[a36]

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Hongkong, 2nd March, 1903. [a51]

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Hongkong, 19th March, 1904. [a225]

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Hongkong, 19th January, 1905. [a23]

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Hongkong, 1st January, 1902. [a122]

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Hongkong, 18th May, 1903. [a21]

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Hongkong, 16th February, 1905. [a468]

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No anonymously signed communications that have already appeared in other papers will be inserted.  
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**The Daily Press.**HONGKONG OFFICE: 14, DEVEREUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, FEBRUARY 17TH, 1905

Four or five months ago, we reproduced from a northern contemporary a report that a Chinese company was contemplating experiments with a Grimsby trawler, with a view to developing the native fishing industry. Whether this report inspired him or not, it was about the same time that the French commercial agent at Haiphong, M. GEORGES VILLAREM, broached a similar project for Indo-China. We are in receipt of a pamphlet by him, entitled "Pêcheries du Tonkin," in which he unfolds the scheme, and explains why it did not succeed. The commercial importance of a business so intimately concerned with the staple food of large masses of Chinese is first emphasised. He explains how more fish is eaten salted and dried than fresh, and describes briefly some of the methods of preparation. The primitive methods still employed by the Chinese and Annamite fishermen are referred to, by which the hundreds of junks that work in the Gulf of Tonkin obtain such comparatively poor harvests. Many of these junks go from Pakhoi and Hoitow to the island of Cao-Ba, off the port of Haiphong, where the salting and exporting of fish gives employment to numbers of people. An estimate, supposed to be conservative, puts the quantity sent to China at 838,872 kilogrammes, 309,094 kilos to Cochinchina and Annam, and 173,000 kilos, transitant pour le Yunnan. Pakhoi alone has four or five hundred junks engaged. M. VILLAREM's idea was to form a company with a capital of 200,000 francs, in hundred franc shares, to build steam trawlers of Philippines timber, of from forty to fifty tons capacity, to bring the very latest gear from France, and export skippers from the Mediterranean fisheries. Natives His Worship again.

News was received yesterday that owing to the impossibility of making suitable shipping arrangements, Harmsworth's circus will not open in Hongkong next week, but will proceed at once to Bangkok.

Captain A. Rodger, of the China and Manila s.s. *Zafiro*, is proceeding to Shanghai on account of the death of his brother Mr. W. W. Rodger. Mr. A. Fraser, chief officer of the *Zafiro*, is promoted to Captain pro tem.

The Artillery are shortly to be supplied with a new dress cap, which is considered a vast improvement on the present headgear. The cap will be of blue cloth, with peak and red band, similar to that now worn by officers, and will be conferred on all ranks.

It was announced on Jan. 14th that Franklin Bertha Krupp, only daughter of the late General Alfred Krupp, of Essen, reputed to be Germany's wealthiest heiress, was betrothed to Doctor W. Heck, a medical practitioner of Rheydt, Rhineland.

The Brussels *Chronique* announces that a monthly steamer service between Antwerp and Chinese ports is to be established. It is understood that the capital for the undertaking will be supplied by various prominent persons, and that part will be drawn from the Civil List.

President Roosevelt transmitted to the Senate Mr. Hay's recommendation for the establishment of a district court of the United States for China and Korea. Mr. Hay's letter said that the Consular courts are inadequate. It is proposed that the court shall hold sessions at Shanghai, Canton, Tientsin, and Soochow.

At the Police Court yesterday, Mr. H. H. J. Gompertz again rebuked the charge of assault against the sailor, Buck, of the s.s. *Oscar II*. As the Captain of the vessel was now willing to pay the fine, and take the man back on board, defendant was re-instated after being bound over in a further bond of \$100 to keep the peace for six months, and cautioned not to appear before the Mediterranean fisheries. Natives His Worship again.

would not be able to manage the patent he describes, which are lowered and raised by means of steam windlasses, and have "pockets" about two hundred feet long and about thirty feet wide. The *charabot* would have a very sharp prow, and steam so fast that the fish would be driven in a dense mass into this *sac ou poche*. On shore, at some point handy for railway and harbourage, a little village was to be established with ateliers for the drying and preparation of the catch. The expensive refrigerators used at home would not be necessary on the ships, which would return at intervals with their catches. Such fresh fish as would be required for local towns could be quickly sent in special boxes. The bulk would be dried and salted in the native fashion, for native consumption. Fish glue could be manufactured from the fins and other remains, while the residuum would soon find use among agriculturists. He selected a place near the rapidly rising port of Vinh, between which place and Hongkong he foresaw possibilities of a regular service of steamers. After certain dredging operations now going on were finished, big steamers could get in all weathers, and the railway to be completed this month (February) would bring Hanoi within ten hours. He applied for a concession of about fourteen or fifteen acres of sandy beach near Xuan-Dam, on the island of Cao-Ba, on which to erect the manufacturers, store rooms, and workmen's dwellings. It was not granted. General CORONAT explained that this territory was reserved for military purposes. M. VILLAREM, who had been figuring out big dividends, was apparently too disappointed to try again, or select a fresh place. He cannot understand what soldiers can want with a strip of sand on the edge of the sea, and pathetically exclaims, "mystery and good will!" He also speaks of the General as an old soldier who is unable to realise the importance of true colonisation, the sanctity of commerce, and so on. On the 25th December, a date which should have put him in a kinder frame of mind, he writes "Brave homine va!" General CORONAT's departure is not yet announced, however; so that was probably taken as the Gallic equivalent of the Irish "Arrah go on." Seriously, there was probably a better reason for the refusal than M. VILLAREM has thought of. It may be that the Colonial Government hesitated to encourage the taking away of the livelihood of the numerous native fishermen and their intermediaries. M. VILLAREM thinks his project would not do that, as his employees would fish the deep sea, but he says nothing on the point of capturing the native markets for which the present fishing populations cater.

The smoking concert which was to have been held at the Engineers' Institute to-night has been postponed indefinitely.

On Tuesday, Wednesday and Thursday next, Race Holidays, the Exchange Banks will be closed for the transaction of public business at 11.45 a.m.

A gentleman of good family, with an income of £2,000 a year, was brought before the police commissary for the St. Denis district, in France, together with the usual assortment of cut-throats, thieves and beggars collected in a recent police raid. He was wearing filthy tattered clothes, and there was nothing in his appearance to distinguish him from the rest of his companions. "But I am no vagabond," he explained; "I have an ample income, and simply live this sort of life for my own pleasure." The magistrate sharply retorted: "Don't attempt to koofo me. I am not here to listen to such rubbish." The man persisted in his statement, and referred the commissary to a certain lawyer, inquiry of whom confirmed his story. He was found also to be heir to a fortune of £80,000, which he will receive on the death of his grandmother. The wealthy tramp explained that he had failed to achieve the ambition of his youth and become a master mariner. He had conceived a hatred for ordinary society, and now lived among a more interesting class.

## A 200-MILE TOW.

The s.s. *Mertoneshire*, Captain C. H. Burch, put back here yesterday towing the s.s. *Oscar II* (Captain R. Olsen), of Bergen with her main shaft broken. The *Mertoneshire* left Hongkong for Shanghai on Tuesday, and at six o'clock on Wednesday morning when ten miles south-west of High Lantau mock, the disabled steamer, flying signals of distress, "want immediate assistance," was sighted. Captain Burch proceeded to get a tow-rope on board by means of rockets. The sea being so heavy, however, it was found impossible to get close enough to successfully carry out this manoeuvre. A boat, in charge of the third officer, was therefore with great difficulty launched. After a heavy pull she arrived to leeward of the *Oscar II*. While alongside, the boat on two occasions narrowly escaped being capsized by the steamer shooting on top of it. The connection made, the boat was returned, and a hawser connection was made between the vessels. The *Mertoneshire* towed the *Oscar II* to port, a distance of 200 miles, arriving at noon yesterday. The *Oscar II* had left Hongkong for Shanghai on Monday.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## STEAMER COLLISION AT SHANGHAI.

SHANGHAI, 16th February.

The s.s. *Newchwang* has returned to Shanghai, having been damaged in the river by a collision with the s.s. *Sperber* off Edwar Island.

## [PRIVATE TELEGRAM.]

## SHANGHAI DIVIDENDS.

HONGKONG, 16th February.

Messrs. Benjamin, Kelly and Potts courteously inform us that they were informed by telegraph that the following dividends have been declared in Shanghai:—

Shanghai-Sumatra Tobacco Co., Ltd., Final dividend Tls. 6 making Tls. 9 for the year.  
Shanghai Gas Co., Ltd., Final dividend of Tls. 5 making Tls. 8 for the year.  
Maatschappij & Co. in Langkat, Ltd., First Interim Dividend of Tls. 7½ account 1905.

## [REUTER'S SERVICE.]

## THE STRIKES IN RUSSIA.

LONDON, 14th February.

The situation is somewhat more hopeful at Lodz, where the workmen in many factories have resumed their occupations.

## PARLIAMENT.

LONDON, 14th February.

Parliament has been opened. Rt. Hon. Sir Henry Campbell-Bannerman said that the Fiscal question still overshadowed everything. He vigorously condemned the Government clinging to office though the feeling of the country had demonstrated indubitably that a prolongation of the present situation was a public danger and a usurpation of power. With reference to the War, he hoped that Lord Lansdowne would embrace the earliest opportunity of using England's influence on the side of peace. The Tibet expedition he described as a tragic comedy, and asked why the Government's courage of the Agent (Chinese resident?) was not carried higher (to Peking)?

In the House of Lords, Earl Spencer trusted that the Government would not lose any proper opportunity occurring with other powers in trying to bring the war to a peaceful solution.

## THE WAR.

## [REUTER'S SERVICE.]

## VLADIVOSTOK'S TURN.

LONDON, 14th February.

It is announced at St. Petersburg that a state of siege has been proclaimed at Vladivostok, and that part of the inhabitants have hurriedly left the town.

## SALE OF STEAMERS.

The Ban An s.s. *An Pao*, of Hongkong (formerly the China and Manila s.s. *Esmeraldo*) has been sold to Japan for £16,000. She is a vessel of 966 net tons, and was built by Messrs. W. Hamilton and Company, of Port Glasgow, in 1891.

The ss. *Argus*, owned by Messrs. Archibald, Curry and Company, of Melbourne, has been sold to Japan for £16,500. She is a vessel of 1822 tons net, built by Messrs. Palmer's Company, of Newcastle, in 1889.

## TRAINING NOTES.

## DERBY GRIFFINS.

Yesterday Empress of India Rose did 1½ miles in 3.29, last quarter 33. Cascade did the mile in 2.18, last quarter 37. Lamarc Rose the mile and a half in 3.35, last quarter 34. Esquimalt (Mr. Moller up) and Halifax went round together for a mile and a half. The time was 3.44, last quarter 32; Halifax finished first. Invincible Rose did the mile and a quarter in 3.02, last quarter 31. Umbria King did the three quarters in 1.46, last quarter 30. Cobe did the three quarter mile in 1.42, last quarter 33. Nomination did the mile in 1.39, last quarter 32. The Queen Rose did the 1½-mile in 2.55, last quarter 34.

## OTHER TIMES.

Other times were—Patrimony, 1½ miles, 2.18, last quarter 32; Grafton 2 miles, 1.30, last quarter 33; Professor, 4 miles 1.44, last quarter 33; Forward, 4 miles, 1.43, last quarter 34; Timoleo and Soup Meat, 4 miles, 1.5; Black Monday, 3 miles, 1.43, last quarter 33; P'raps and Cake Walk, 4 miles, 1.43, last quarter 33; The Squallor 4 miles, 1.42, last quarter 31; Black bird, 3 miles, 1.42, last quarter 31; Ching, 4 miles, 1.44, last quarter 31; K.O.S.B., 2 miles, 2.20, last quarter 32; Starling, 2 miles, 2.24, last quarter 33; Peony, 2 miles, 2.19, last quarter 33; White Elephant, 2 miles, 1.44; Ocean, 2 miles, 2.25, last quarter 33; Royal Marine Rose, 2 miles, 2.21, last quarter 33; Fiscal 1½-mile, 2.55, last quarter 33; Coronet Rose, 1½ miles, 3.35, last quarter 32; La France Rose, 1½ miles, 3.39, last quarter 32; Astrea, 1½ miles, 2.54, last quarter 34; Rare Rose, two miles, 5.1, last quarter 34; Algerino, two miles, 5.3, last quarter 31; High Frequency, 1½ miles, 3.7, last quarter 32; Beaumaris, 2 miles, 2.14, last quarter 31; Little Momo, 2 miles, 2.25, last quarter 34.

## OTHER TIMES.

Refore:—Mr. A. O. Laing.

The Club played four men short, and the Naval team one man short.

In the first half the Navy scored one goal and three tries, the scorers being Hallott (2), Bateman and Fawcett.

It was a hard and fast game, the Club being manifestly handicapped by their shortness of men.

In the second half one goal and two tries were scored for the Navy, the scorers being Hallott, Taylor and Hallott.

In each instance Grieve took the kick. Jordan scored a try for the Club, but Pearce failed to convert.

Result:—Naval team, 2 goals 5 tries (25 points); H.K.F.C., try (3 points).

## FOREIGNERS IN A CHINESE CLUB.

A. Joiner, G. Terrell, F. Dalton and B. Burke were charged before Mr. Gomperz at the Police Court yesterday with robbing one Wong Sam of a purse containing \$32 in a Chinese Club in Jersey Street about midnight on the 13th instant, and at the time of such robbery using personal violence. Terrell was further charged with being armed with an offensive weapon, to wit, a revolver. Chief Detective Inspector Hansen prosecuted.

Wong Sam declared: I arrived here from Canton on the night of the 11th inst. I went to the Cheung Kee, No. 106 Jersey Street, to meet a friend. After leaving my luggage at the Club I went out and feasted with friends.

On the night of the 13th I returned to the Club. On the 14th I got there about 11.30 p.m. When I got there I saw two people playing dice. This was in the sitting room. There were about six present, all Chinese. After I had been there a short time the fourth defendant came in and sat down for a while. He then went out again and returned about a quarter of an hour afterwards.

Shortly after this, the first and second defendants entered. As soon as the second defendant came in he pointed his revolver at us. The first defendant kept watch at the door. I said in Chinese "What is the matter?"

He then went to get up, but the second defendant pointed the revolver at me, so I remained seated.

The second defendant spoke to the fourth defendant, and then the second and fourth defendants went into the other two rooms and ransacked the place. The first defendant was standing at the door leading into the sitting room while this was going on. Meantime I went out to the veranda, and was about to return when the second defendant searched me and took my purse, while the fourth defendant held a lighted candle. The purse contained altogether \$32. I attempted to resist, but the second defendant pointed his revolver at me.

I do not know the names of the other two Chinese who were playing dice, and have not seen them since. Shortly afterwards a European constable arrived, and defendants disappeared. I reported the matter to the Central Police Station and later on during the night the fourth defendant was brought in by the Police.

In reply to a question from the fourth defendant, witness said he did not include the value of the lottery tickets in his purse in the \$32 taken from him. His pocket book had not been found and returned to him.

Replying to the third defendant, witness said he did not remember him returning with a Police Officer.

To His Worship:—I did not complain to the Police officer who came in, because I could not speak English. Not one in the Club could speak English. The constable stayed about half an hour. He questioned us about the robbery through Chung Ho Liang, an interpreter, who came in.

Chung Liang said:—I came from Canton with the last witness. About eleven o'clock on the night of the 13th the fourth defendant, who teaches boxing, came into the Club and had a look round. He was a frequent visitor, so we did not suspect anything. He went out and returned again shortly afterwards when I went to my room. On hearing a row I looked out of the door, and saw a tall European pointing a revolver. I also saw another man chasing the people. I thought he was drunk and had come to the wrong premises. I went to go out by the back door when the first defendant opened it. I ran to the other door, but he blocked me again. He then came in and caught hold of me by the sleeve, and the second defendant covered me with his revolver. I called out "Save life," and put up my hand to ward off the revolver. I caught hold of it by the muzzle and twisted it down. I then pushed open the back door with my other hand and ran up to the next floor. From this floor I escaped into the next house, thence into the street, and informed the Police.

John Cooper deposed: On the 13th February, at the New Victoria Hotel, I met amongst others, the fourth defendant Burke. When we got outside he asked me to lend him my gun. I asked him what he wanted it for, and he replied—"Just for a bit of fun." I said I did not care about lending it, but when we got to the house I lent him a 45 calibre revolver. I believe the revolver was empty, and did not give him any cartridges.

Witness, in answer to the fourth defendant: When you got the revolver you said you did not want any cartridges.

Hearing continues.

## FOOTBALL.

## H.K.F.C. v. NAVAL TEAM.

This Rugby match was played at Happy Valley yesterday afternoon. The teams were:—H.K.F.C.—Grey, back; Kempton, Pearce, and Macdonald, three-quarters. Rankin and Jordan, halves; Hallifax, Boyd, Chard, Davies, Harron, forwards.

Naval team:—Bouchier, back; Stevens, Bateman, Fawcett and Seymour, three-quarters; Soper and Hallett, halves; Grieve, Holden, Edgell, Bartlett, Dunby, Taylor and Harrison, forwards.

Referee:—Mr. A. O. Laing.

## SUPREME COURT.

Thursday, 16th February.

IN ORIGINAL JURISDICTION.

BEFORE SIR S. H. BERKELEY (CHIEF JUSTICE.)

THE YAN CHEUNG FIRM V. THE SAN YEE CO., LTD.

The hearing of this claim, for \$11,991 damages sustained by the plaintiff firm on account of the defendants' non-delivery of yarn was concluded. As before the Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Mastor (of Messrs. Johnson, Stokes and Master) for the defendants.

The hearing of evidence on behalf of the plaintiff firm ended, the Hon. Mr. Sharp said: "The evidence called is equally applicable to the second action between the same parties, Action No. 82 of 1904. As the contracts are identical in each case, when this case comes on for trial the evidence may be read." Each of us might have to add something, but it would save an amount of time if this evidence is regarded as evidence in the second action, with liberty to call other witnesses. It is the same yarn."

Mr. Pollock concurred.

Hon. Mr. Sharp.—And in the third action, so far as it is applicable this evidence might be read. The broker's evidence, for instance, is the same, and with other evidence there is little difference. Instead of calling the same parties their evidence might be read.

Mr. Pollock.—I cannot concur in that, as it is different yarn.

His Lordship.—Wait till the hearing of the action.

Mr. Pollock.—I have considered the case very carefully and the evidence given on behalf of the plaintiffs, and I must frankly admit that the case made by the plaintiffs is too strong to get over. It would be waste of time to call evidence which I do not think would affect Your Lordship's judgment. I think there are one or two points that still remain, but they are points of law, so I do not intend to call any evidence. A point I wish to raise is whether the plaintiffs can reasonably come before the court to recover a loss which they have not actually sustained, and the plaintiffs ask the court to award damages which they have not actually sustained. There are 500 bales, for instance, which the plaintiffs went into the market and bought, and with reference to these, of course, damages must be paid. Perhaps my friend wants an adjournment to consider the point.

Hon. Mr. Sharp.—No, not at all.

His Lordship.—This is Mr. Pollock's position—no does not call evidence of fact but submits that the plaintiffs have not shown any actual loss, and therefore no judgment for damages can be given.

Mr. Pollock.—If they had been able to purchase in the market and had actually purchased, then the defendants would have suffered damages. They cannot ask Your Lordship to give them a sort of present as damages. We have to pay the loss actually sustained and are not obliged to give a present in addition. That they are entitled to an indemnity we cannot dispute.

His Lordship.—You say it is not a question of what they might have done, but the loss they actually sustained in having to buy goods. They are claiming a loss for profit they could have made had they got the goods you sold them, a loss of profit.

Hon. Mr. Sharp.—I put it, the question of damages in this case is this:—(1) the measure of damages on account of the non-delivery of goods is calculated by the ordinary market price at the time when the goods should have been delivered; (2) where the buyer at the seller's request has temporarily forbore to insist on his rights as to the delivery, then the measure of damages for ultimate non-delivery is the ordinary market price at the time when the buyer withdraws his forbearance.

I think these two rules govern the case and on these two rules one claim is based. The plaintiff might have brought his action earlier, but he forbore at the request of the defendant till the final letter of the 11th April, and at that time a reasonable time was given for the defendant to deliver the yarn. The market price was then \$120 per hale. The market price as a measure of damages may be proved by purchase of goods or in any other way satisfactory to the parties, but going out to buy goods is merely one way. In some cases where there is a regular published price list this can be placed before the Court. It is hardly material that the plaintiff should go out and buy goods in this case. I think we have clearly established \$120 per hale was the price, but we put our claim at one lower than that, taking \$120 per hale as the price. I would refer Your Lordship to one or two authorities out of Mayne. The only point my friend has is that we can only claim the market price and not any special price. Let me refer Your Lordship to the case of Ogle and Vane in the Law Reports, and Hickman and Haynes.

Mr. Pollock.—I would refer Your Lordship in the first instance to the statutory provisions, sub-section 25 of Ordinance 4 of 1896, the Sale of Goods Ordinance, corresponding to the previous Home Act of 1893. As regards the question of dates, it was some day between the 10th and 26th April. The market price seems to have been fairly constant at that time, but we lay stress on these words "the measure of damages has *prima facie* to be obtained". They did not say as they would have said if my learned friend were correct, that the measure has to be ascertained and reckoned as liquidated damages. What they say is that

"the measure of damages has *prima facie* to be obtained." It is only *prima facie* damages which of course, in perhaps ninety-nine cases out of a hundred would in England be a real measure of damages; the plaintiff would, in fact, have gone into the market and bought the goods and would claim the real loss he sustained.

His Lordship.—Apparently you dispute that one wishing to speculate on secret information he obtained would be entitled to speculate on the price he was buying at. Say that information had been received a week previously of such a reliable and confidential character that speculating was an absolute certainty. That, in fact, the market did rise, but that the goods are not delivered. Is the buyer's right to recover what he would have made if the contract had been fulfilled? I think the measure of damages is what could have been made if the contract had been carried out.

Mr. Pollock.—The loss must be an actual loss. His Lordship.—If I enter into a contract in December for goods to be delivered in January at \$100 per hale and in January the goods cost \$130 per hale it is my right to claim damages at \$30 per hale, the difference between the contract price and the market price when the contract should have been fulfilled?

## JUDGMENT.

In giving Judgment His Lordship said:—I do not think I can do anything else than give judgment for the plaintiff for the amount claimed, for the reasons are obvious. This contract was made for the delivery of yarn at a certain price. The yarn was not delivered when it should have been. The plaintiffs forbore their insistence of delivery at the request of the defendants, and still it was not delivered. They had, in effect, postponed the date of the breach of the contract till the date when the plaintiff withdrew forbearance and insisted on the delivery. The plaintiff's claim at the rate of \$120, and I think they are to be given that sum as the measure of calculating the damages. I do not think there is any necessity for reference as the evidence here is all that could have been given on reference. Therefore judgment must be given for the plaintiff for the amount claimed.

Hon. Mr. Sharp.—I am prepared to call on the other case.

Mr. Pollock.—I should like a little time to consider the position.

His Lordship.—The case can be called at the conclusion of the Criminal Sessions.

## MARINE MAGISTRATES COURT.

Thursday, 16th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

STEAM LAUNCE TRAFFIC.

The master of the steam launch *Kowloon* was proceeded against by Sergeant Aris of the Water Police, for (1) Unlawfully failing to observe the rules of the road, as laid down by H.M.'s Order in Council, in Victoria Harbour; and (2) Wilfully using the steam whistle of his launch other than for the purpose of navigation.

Charles Aris deposed: On the morning of the 16th instant I was following the German mail steamer down the central fairway on her port side. The defendant's launch was approaching from the direction of Kowloon wharf. When about 50 yards off I gave the signal that I was going to starboard by one short blast on the whistle. The defendant then gave the signal of two short blasts, and came on his course. I kept on my course, the defendant refusing to give way until he got within 20 yards. He then altered his course to starboard, and collided with a small cargo boat.

Defendant was fined \$5.

In answer to the second charge, defendant stated that it was customary for launches to blow a whistle on passing the Kowloon godowns wharf, to attract the attention of cargo boats which they have to take in tow.

By the Court: I know the regulations, but do as other launches do.

His Worship inflicted a further fine of \$20.

## INDIAN COTTON.

In connection with the efforts still being made by American speculators to control the supply of raw cotton, it is satisfactory to learn, remarks a London paper, that there is a chance of an improvement in the quality of the cotton grown in India. Hitherto Indian cotton has been too short in the staple to serve the needs of Lancashire as American cotton does, and great difficulties have been experienced both in trying to cultivate exotic cotton plants in India and in trying to improve the indigenous plants by selecting seed. There is good reason, however, to believe that these difficulties would, perhaps, have been overcome before now if the problem had been dealt with by private enterprise instead of being left to the overburdened officials of the Indian Government. At any rate, private enterprise, stimulated by the British Cotton Association, is now beginning to move in the matter, and experiments are to be carried out in the most likely situations all over India. One very hopeful discovery has already been made, namely, that tree cotton yields more favourable results than the ordinary plant cotton, and experts believe that it was from tree cotton that were produced those marvellously fine muslins which India used to send to Europe in the eighteenth century. If this discovery should yield further investigation the results hoped for, an immense source of new wealth will be opened up for our great dependency, and a very valuable addition will be made to the sources of Lancashire's raw material.

## FINANCES OF RUSSIA.

The Standard correspondent at Moscow wrote on Jan. 15.—The figures of the Budget are the strongest plea in favour of peace that has yet been put forward. The Estimates show, to close observers, that the country will reach the end of its resources of every kind if the war continues for another three months. Yet the attempt is made to prove that Russia is industrially, commercially, and financially unsound, after a whole year of exceptionally costly warfare. The Budget is too obviously intended for consumption abroad.

## THE LAOU KUNG MOW COTTON SPINNING AND WEAVING CO., LIMITED.

The report for presentation at the eleventh ordinary meeting of the Company read as follows:

The Directors submit their Report, together with the Accounts of the Company, for the twelve months ending 31st December, 1904.

The year has been one of exceptional difficulty owing to the great fluctuations in the values of cotton and yarn.

In accordance with the resolution passed at the last General Meeting, the sum of Ths. 41,684.44 has been written off to Depreciation Account.

This year's working shows a credit of Profit and Loss Account of Ths. 44,039.96, including Ths. 15,500 brought forward from 1903, which the Directors recommend to be dealt with as follows:

Depreciation of Mill Buildings	Ths. 3,800.00
Reservoir and Land	
Improvements	5,000.00
Machinery	25,000.00
Furniture	239.66
To be Carried forward to New Account	10,000.00
Ths. 44,039.96	

DIRECTORS:

Mr. Korff signed the Board on leaving Shanghai and Mr. C. Michelau was asked to join the Directors to his election will require the confirmation of the Shareholders.

Mr. J. M. Young and Mr. Chiang Liang-yu retire in rotation as required by the Articles of Association, but offer themselves for re-election.

AUDITORS:

First Violin: Colonel Haynes, A.P.D. Messrs. Barlow, Hickman, Jekel and Sydney.

Second Violin: Miss Phyllis Seth, Messrs. Alves, Catchick, Patterson, Rozario and Silborth.

Violins: Miss Shilwell and Dr. Swan.

Cello: Mr. Koenig.

Double Bass: Mr. Sequira.

Flutes: Messrs. Chopard and Osmond.

Oboe: Messrs. Anderson and Titmus.

Clarinet: Messrs. Murray and Tuxford.

Bassoon: Lance-Corp. Brown and Bandsman Brown, R.W.K.

Cornets: Corp. Chawley and Lance-Corp. Rowland, R.W.K.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

31st December, 1904.

Dr. — Tls. To interest — Tls. To less rentals of Chinese houses 2,169.02 Tls. 21,745.61 To repairs and renewals 5,350.16 To agency 4,550.00 To directors' and auditor's fees 2,050.00 Tls. 34,631.77 To depreciation 40,068.44 To balance 1,260.07 Tls. Cr. by balance 1903 64,688.46 By transfer fees 4.75 By unpaid dividends account 50.00 By balance of spinning account 1904 62,496.46 Tls. 127,260.07

BALANCE-SHEET.

31st December, 1904.

LIABILITIES. Tls.

Capital—\$3,00 shares, of which are issued 715,809.00 1,158 shares 154,020.65 Overdraft at bankers 40,000.00 Loan against cotton 7,353.28 Sundry creditors 44,059.86 Balance of profit and loss account 962,135.79 Tls. 1,668.46 By transfer fees 4.75 By unpaid dividends account 50.00 By balance of spinning account 1904 62,496.46 Tls. 127,260.07

ASSETS. Tls.

Buildings 195,576.47 Part east of godown 73.10 Tls. 195,629.57 Machinery 626,000.61 Less depreciation 131,903.81 Tls. 495,096.80

Property Chinese houses 52,405.76

Less depreciation 12,405.76 Tls. 40,000.00

Reservoir and land improvements 32,889.86

Less depreciation 12,889.86 Tls. 20,000.00

Furniture 3,235.80

Less depreciation 1,376.71 Tls. 1,859.09

Additions during year 1,659.09 Tls. 3,522.23

Value of stocks 2,111.32

Yarn 102,106.34

Cotton and waste 62,690.35

Coal 45.00

Mill stores 20,657.66 Tls. 203,928.75

Unexpired fire insurance 2,759.15 Tls. 62,123.76

THE VOLUNTEERS.

The following is an extract from a report on the Inspection by Major-General F. G. Slade, C.B., R.A., on the 4th instant:—

The practice, considering the foggy state of the weather, was decidedly good, both from the Field and Machine Gunns. Faulty observation, neglect to bracket fuses, and going to shrapnel with too short a fuze, led to irregular shooting in some cases. I ordered a change of objective for the 15 Pr. which brought them into line with the Maxims and at a very small interval from them, and fire was opened from both batteries on two separate targets. Ranging on the new objective by the 15 Pr. Battery was well and rapidly carried out, in spite of the rattle of the Maxims above which it was difficult to hear. This experience was, I believe, new to the Corps and I think they appreciated the difficulties of maintaining fire discipline in action, when in close proximity to Machine Gunns. The general turn out, and appearance of all ranks on parade was good, and they seemed to take an intelligent interest in their duties. The Corps is much under establishment and I trust that the 2 Captains, 15 N.C.O.s and 93 Gunnery, now waiting to complete, may soon be forthcoming, as I feel sure that if this Corps is kept up to its full strength and maintains its present efficiency, it will prove a valuable force in time of war in the defence of this Colony.

Major-General Slade was specially pleased at the way in which 3,000 rounds were fired from the Maxim Gun without a jam. Major Pritchard says that it is to be hoped that, after this favourable report from the Inspector-General, the members of the Corps will make every endeavour to obtain a sufficient number of recruits to bring the present strength of 270 up to the total establishment of 400.

New short rifles will be issued to the Volunteers as soon as all the old equipment has been returned to the store.

## HONGKONG PHILHARMONIC SOCIETY.

The Hongkong Philharmonic Society gave their first concert at Theatre Royal, City Hall, last evening. There was a very good house, all the dress circle seats in the centre being taken. H. E. the Governor was present. The choir was conducted by Mr. A. G. Ward. The chorus was as follows:—

Sopranos: Madames Murray Bain, Cradock, Ezra, Hance, Harker, Holyoak, Shelton Hooper, C. Shulter Hooper, Hornby, Judith, Lawrence, Maidland and M. S. St. Bath.

Contraltos: Madames W. Bateman, Bryer, Drayson, Gordon, Grubbe, Holmes, Osborne, Perkins, Spedding, Stublings, Tooker, Wakefield, M. D. Wakefield and Wood.

Tenor: Capt. Spalding, A.O.C., Messrs. Cheneey, R.E., Darby, Edwards, Grey, Grimble, Humphreys, R.N., G. P. Lammet, Parr and Ross.

Basses: Surgeon Ross, R.N., Messrs. Armstrong, Austin, Beavis, Bell, Biden, Brown, Bullock, E.W.K., Franklin, J. H. R. Hance, Hays, Helm, Maddaford, Sayle, Stewart, Terrell, Turner, Walker and Warre,

The orchestra:—

First Violin: Colonel Haynes, A.P.D. Messrs. Barlow, Hickman, Jekel and Sydney.

Second Violin: Miss Phyllis Seth, Messrs. Alves, Catch



THERE ARE MANY WHISKIES TO BE HAD IN HONGKONG.

BAD, PASSABLE AND OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

PUBLIC OPINION HAS CLASSED OUR

IMPERIAL HIGHLAND (RED TRIANGLE) AT \$16.00 PER DOZEN.

CLUB NO. 1 (GOLD TRIANGLE) AT \$18.00 "

AMONGST THE WHISKIES ONE CAN RELY UPON.

THEY ARE PURE MALT.

GREGOR & CO.

WINE MERCHANTS,

34, QUEEN'S ROAD.

THE WAR IN THE FAR EAST.

The Times military correspondent wrote, on 7th January:

The fall of Port Arthur and the dawn of a new year make it a suitable moment to review the general situation at the front and to notice the changes that have taken place since this subject was last discussed in these columns on November 26.

It is stated that the capture of the great Pacific fortress will be followed by the transfer of the larger part of the besieging army to Liaoyang, and that only a small body of men will be left as a garrison at Port Arthur. This seems a reasonable proceeding, and we must consequently allow that General Nogi's three divisions will soon become available on the Shaho, either as general reserves or, as Colonel Gakko seems to suggest, to prolong the right of the Japanese line, which will then be stronger by some 50,000 additional troops of tried value.

But this reinforcement, valuable as it is, will hardly be sufficient to afford that annihilating numerical superiority which the Japanese must now desire to provide in order to deal a crushing blow when the season allows a forward movement. We have constantly referred to the necessity which has confronted the Tokyo War Office, for the last four months past, to enlarge their views of the requirements of the situation in view of the great achievements of Prince Kihlaff's department upon the Russian line of communications, and there is every reason to believe that this has been done.

In order to obtain peace, ordinary battles followed by ordinary victories and ordinary results will only lead to a needless prolongation of the struggle. Numbers can only annihilate, and the result of the great battles of Liuyang and the Shaho must long ago have impressed this man in a very forcible manner upon Yamagata and his assistants in Japan.

Concerning the situation on the Shaho at this moment, the armies are in such close proximity that events are at the mercy of an incident or a stroke initiated by a subordinate. But just as two months ago, there were certain circumstances which led us to believe that neither side would advance for some time to come, so now there are certain other circumstances which are worth consideration.

In order to move at this season of the year an army must be able to find food, water, forage, and fuel, and it must be housed.

The supply of water presents obvious difficulties at this season, for there is none save what the army carries with it, and all accounts show that fuel is only obtained in small quantities and with difficulty even while the armies remain halted.

If the country and the roads present fewer difficulties for the movement of carriages at this season than at any other, it is not possible for a sustained advance to be undertaken without such serious losses of men and animals by exposure as would be almost as bad as a defeat.

Nothing is impossible in war, but many things are not expedient; and though no one would care to foretell a Russian victory, which is usually formed irrespective of circumstances, it would certainly be a foolish act to initiate an advance without weighing all the circumstances and without being able to prosecute a movement once begun.

Operations at the present date, we should judge, can only be undertaken by small bodies of troops with special equipment, in as far as continuous movements are concerned. More important affairs must be limited rather to hours than to days, since the losses by exposure for a longer period would tend to ruin the army inciting them.

Kuropatkin, indeed, in a recent missive to a department of St. Petersburg, speaks of the losses he expects to incur by cold and exposure when he advances.

The offensive is still apparently, in his mind, but unless he is impelled into an attack before Nogi's troops reach Oyama there is no special fascination for him in moving before his reinforcements appear and his three armies are regularly consolidated.

We should certainly believe that he is at present in no condition to take the field with success, nor can we name a date when this situation is likely to be changed.

If we must all admire the pluck and gallantry of an army that does not know when it is beaten, it would also be agreeable if we could see some glimmering of an understanding of the situation in the circles of the Russian Government and in those of the higher command.

But at present there is none, and consequently nothing remains but to continue the war until victory inclines to the Tsar's standards as Russia anticipates, or until honourable defeat is turned into irreparable disaster as an increasing body of opinion in the rest of the world expects.

Even Germany has at last come almost into line with British and American opinion, now that the constant and reiterated assurances of Russian victory emanating from Berlin have been so persistently falsified by events.

We are even told that the German Emperor solemnly warned the Tsar of his danger ten days before war broke out, and in the *coulees* of diplomacy, as our Vienna correspondent recounted yesterday, the exact words of the Imperial warning are narrated. Provided the story has not been imagined *apres coup* to restore the shattered prestige of German military foresight, his Imperial Majesty is certainly to be congratulated upon his prescience, and it is only to be regretted, for the sake of Russia, that this remarkable warning was not allowed to see the light, and that, on the contrary, very different views found expression in the organ of the General Staff and in the columns of the officially inspired Press, serving to encourage the Russians to persevere in the fatal course of action which had led them to the calamities of the present hour.

To illustrate the vast scope of the work the following facts are submitted for consideration:

Chalmers' Vocabulary contains about 16,000 Chinese characters and Maclester's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters.

Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning.

Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is as complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who have heretofore characterized Chinese publications.

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Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning.

Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is as complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who have heretofore characterized Chinese publications.

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## SHIPPING.

## ARRIVALS.

ACHILLER, British str., 4,483, R. C. Thompson, 16th Feb.—Liver, oil and Singapore 10th Feb. General—Butterfield & Swire.  
HANU, French str., 739, P. Merle, 16th Feb.—Haihung and Hoikow 15th Feb., General—A. E. Mart.

JASON, Norwegian str., 1,135, E. M. Nilssen, 16th Feb.—Cardiff 6th Feb., Coal—Alex. Ross & Co.  
MERIONETHSHIRE, British str., 1,350, C. H. Birch, 16th Feb.—put back, General—Stewar, Tones & Co.  
OSCAR II, Norwegian str., 2,000, E. Olsen, 16th Feb.—put back, General—M. M. Kiesha.  
PRINCESS ALICE German str., 6,720, P. Wetten, 16th February—Bremen and Singapore 14th February—Mails and General—Melchers & Co.  
RAON, Norwegian str., 329, N. Müller, 16th Feb.—Hongkong 11th Feb., Ballast—Orville.  
SHAOSHING, British str., 4,307, Northcoast, 16th Feb.—Shanghai 12th Feb., General—Butterfield & Swire.  
TAKSANG, British str., 16th Feb.—from Canton.  
WAHNSHA, British str., 16th Feb.—from Canton.

## CLEARANCES.

AT THE HARBOUR Master's OFFICE  
16th February.  
IHC, French str., for Kwangchowan.  
Mouang, British str., for Kulat.  
Shading, British str., for Canton.  
Tuktseng, British str., for Shanghai.

## DEPARTURES.

16th February.  
AN PHO, British str., for Kobo.  
EASTERN, British str., for Shanghai.  
HAIMUN, British str., for Swatow.  
HELLAC, German str., for Chinkiang.  
KWANGRE, British str., for Shanghai.  
LAESTER, British str., for Saigon.  
LUSA, Swedish str., for Chinkiang.  
PRINCESS ALICE, German str., for Shanghai.  
PROGRESS, German str., for Paracel Island.  
SWAZI, British str., for Yokohama.

## VESSELS IN DOCK.

16th February.  
ABERDEEN DOCKS—Son Cheong, M. Strate.  
KOWLOON DOCKS—Katharine Park, Anna, Dis, Hestine, Kaiyong, Cebu, H.M.S. Moor, Ibu, Hongkong, Trilo, Tinglau, Germanic, H.M.S. Oster.  
METROPOLITAN DOCK—Macaw.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"ARRATOON APCAR,"  
Captain E. Fey, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSON & CO., LTD.,  
Agents.  
Hongkong, 13th February, 1905. 435

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, YOKOHAMA AND MANILA.  
THE Company's Steamship

"PURNEA,"  
Captain Pearce, will be despatched as above on SUNDAY, the 19th inst., at DAYLIGHT.  
For Freight or Passage apply to  
JARDINE, MATTHESON & CO.,  
Agents.  
Hongkong, 13th February, 1905. 447

CAMPAGNIE DES MESSAGERIES MARITIMES,  
PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"OCEANIEN,"  
Captain Oliver, will be despatched for the above ports on or about the 21st inst.  
For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.  
Hongkong, 15th February, 1905. 452

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"CHUSAN,"  
Captain H. W. Kenrick, R.N.R. carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 25th February, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped from Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 13th February, 1905. 453

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
PROPOSED SAILINGS.

For freight and further information apply to  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 30th January, 1905. 454

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1904.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blanks Pier.

## SECTIONS.

3. From Blanks Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, & PORTS VIA SINGAPORE, &c.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 1st Mar.
AMSTERDAM, LONDON & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Mar.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Mar.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	KARIO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 25th April.
MARSELLES, LONDON & ANTWERP, &c.	BUCENTAURE	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst., at Noon.
MARSELLES, &c., VIA PORTS OF CALL	POLEMNA	Frenc. str.	k. w.		BUTTERFIELD & SWIRE	On 21st inst., at 1 P.M.
MARESSES, HAIRE & HAMBURG	RHENANIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 18th Mar.
MARESSES, HAIRE & HAMBURG	SACHEM	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 1st Mar., at Noon.
MARESSES, HAIRE & HAMBURG	SPESIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 2nd inst.
MARESSES, HAIRE & HAMBURG	ALESIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 8th Mar.
MARESSES, HAIRE & HAMBURG	SUTRIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 4th April.
MARESSES, HAIRE & HAMBURG	SELENE	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 18th April.
MARESSES, HAIRE & HAMBURG	SLAVONIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 2nd May.
MARESSES, HAIRE & HAMBURG	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
MARESSES, HAIRE & HAMBURG	PATERCOLUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Mar.
MARESSES, HAIRE & HAMBURG	ALCESTUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st inst.
MARESSES, HAIRE & HAMBURG	PERSIA	Aus. str.	—		BUTTERFIELD & SWIRE	On 22nd inst., P.M.
MARESSES, HAIRE & HAMBURG	ARCADIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 23rd inst.
MARESSES, HAIRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 24th inst.
MARESSES, HAIRE & HAMBURG	ODESSA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 25th inst.
MARESSES, HAIRE & HAMBURG	NUBIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 26th inst.
MARESSES, HAIRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst.
MARESSES, HAIRE & HAMBURG	ATHENIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARESSES, HAIRE & HAMBURG	HYADES	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst.
MARESSES, HAIRE & HAMBURG	PINGSUAY	Brit. str.	—		BUTTERFIELD & SWIRE	On 30th inst.
MARESSES, HAIRE & HAMBURG	AGARONIA	Brit. str.	—		BUTTERFIELD & SWIRE	On 31st inst.
MARESSES, HAIRE & HAMBURG	EASTERN	Brit. str.	—		BUTTERFIELD & SWIRE	On 1st Mar., at Noon.
MARESSES, HAIRE & HAMBURG	CHANGSHA	Brit. str.	—		BUTTERFIELD & SWIRE	On 2nd Mar.
MARESSES, HAIRE & HAMBURG	MALACCA	Brit. str.	—		BUTTERFIELD & SWIRE	On 3rd Mar.
MARESSES, HAIRE & HAMBURG	ULU	Nor. str.	—		BUTTERFIELD & SWIRE	On 4th Mar.
MARESSES, HAIRE & HAMBURG	KORE	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th Mar.
MARESSES, HAIRE & HAMBURG	TIENTSIN	Brit. str.	—		BUTTERFIELD & SWIRE	On 6th Mar.
MARESSES, HAIRE & HAMBURG	CHÉFOO & TIENTSIN	Brit. str.	—		BUTTERFIELD & SWIRE	On 7th Mar.
MARESSES, HAIRE & HAMBURG	SHANGHAI	Brit. str.	—		BUTTERFIELD & SWIRE	On 8th Mar.
MARESSES, HAIRE & HAMBURG	TAIWAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th Mar.
MARESSES, HAIRE & HAMBURG	PAOTING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th Mar.
MARESSES, HAIRE & HAMBURG	M. BAQUEHEM	Aus. str.	—		BUTTERFIELD & SWIRE	On 11th Mar.
MARESSES, HAIRE & HAMBURG	OCEANIES	Frenc. str.	—		BUTTERFIELD & SWIRE	On 12th Mar.
MARESSES, HAIRE & HAMBURG	MALTA	Brit. str.	—		BUTTERFIELD & SWIRE	On 13th Mar.
MARESSES, HAIRE & HAMBURG	NINGPO & SHANGHAI	Brit. str.	—		BUTTERFIELD & SWIRE	On 14th Mar.
MARESSES, HAIRE & HAMBURG	AMOY STRAITS & RANGOON	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th Mar.
MARESSES, HAIRE & HAMBURG	TAMSUI, VIA SWATOW & AMOY	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th Mar.
MARESSES, HAIRE & HAMBURG	TAMSUI, VIA SWATOW & AMOY	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th Mar.
MARESSES, HAIRE & HAMBURG	ANPING, VIA SWATOW & AMOY	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th Mar.
MARESSES, HAIRE & HAMBURG	SWATOW, AMOY & FOOCHOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 19th Mar.
MARESSES, HAIRE & HAMBURG	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th Mar.
MARESSES, HAIRE & HAMBURG	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st Mar.
MARESSES, HAIRE & HAMBURG	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd Mar.
MARESSES, HAIRE & HAMBURG	CEBU & ILOO	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd Mar.
MARESSES, HAIRE & HAMBURG	CEBU & ILOO	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th Mar.
MARESSES, HAIRE & HAMBURG	KUDAT & SANDAKAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th Mar.
MARESSES, HAIRE & HAMBURG	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—		BUTTERFIELD & SWIRE	On 26th Mar.
MARESSES, HAIRE & HAMBURG	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th Mar.
MARESSES, HAIRE & HAMBURG	SINGAPORE & SOUBABAYA	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th Mar.
MARESSES, HAIRE & HAMBURG	JAVA PORTS	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th Mar.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin Electric Light Perfect Cinema. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

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**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	On 16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL	"PYRRHIUS"	On 10th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.

HOMewardS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 30th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 11th April.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.
GENOA, MARSEILLES and LIVERPOOL	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	Taking Cargo for Liverpool at London Rates.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PA. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA)	"PINGSUEY"	On 6th March.
For Freight, apply to—	"OANFA"	On 24th March.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th February, 1905.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 18th February.
NINGPO and SHANGHAI	"SZECHUAN"	On 20th February.
CEBU and ILOILO	"SUNGKUANG"	On 20th February.
SHANGHAI	"PAOTUNG"	On 21st February.
MANILA	"TEAN"	On 21st February.
KOBE	"CHANGSHA"	On 22nd February.
CEBU and ILOILO	"KAIKONG"	On 23rd February.
TIENTSIN	"KANSU"	On 25th February.
CHEFOO and TIENTSIN	"CHIRLI"	On 26th February.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 13th March.
ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th March.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking Cargo through bills of lading to all Yangtze and Northern China Ports.		
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 17th February, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,852 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th Apr.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th Apr.
Hongkong to London, 1st Class	via St. Lawrence \$200	via New York \$232.
Intermediate on Steamers	\$240	
1st Class Rail	\$242	

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at term rate \$6, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

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